

The West Virginian

"THE PAPER THAT GOES HOME."

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THURSDAY EVENING, DECEMBER 27, 1917.

THE WEST VIRGINIAN

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SIGNIFICANT ACTION.

PRESIDENT WILSON'S proclamation taking over
the railroads of the country for the period of the
war is notice that from now on the government is not
going to permit anything to stand in the way of vigorous
prosecution of the war aims of the Republic.

As for the railroads, the proclamation itself and the fact
that he named Secretary of the Treasury McAdoo, who
is not a railroad man, as director general, indicates that Mr.
Wilson is satisfied that the operating chiefs have all along
been animated by a spirit of patriotism and have done every-
thing in their power to cooperate with the government and
to carry their heavy load. Government control is merely
preparation for eventualities and to insure that there will
be no needless delay in applying any and all remedies that
might be needed, at the same time preserving intact the
properties for their owners.

The taking over of the roads, even though they are to
all intents and purposes to be left in charge of the men
who have been managing them in the past, will mark a
turning point in the war policies of the administration if it
really means what it seems to mean. There is a wide-
spread feeling that there has not been enough vigor and
coordination at Washington. Mr. Wilson's action of yester-
day indicates that he recognizes the justness of that criti-
cism. Perhaps it is also an indication that he means to
stiffen up the policies all along the line.

IN THE LUMP.

THE recently adopted custom of Congress of presenting
the Executive officers of the Government with large
lump sums to be spent in their discretion has had the
natural consequence of bringing what may be called "lump
reports" from those officials. To pay the expenses of
floating the first liberty bonds and the certificates of indebt-
edness authorized at the same time the Secretary of the
Treasury was given a sum equal to one-tenth of one per
cent of the amount of bonds and certificates. He has now
rendered a report to Congress purporting to show how the
money was spent. The total expenditure to date has been
slightly over two million dollars, of which more than half
was spent by the Federal Reserve banks. The report
merely shows the total spent by each bank. For instance,
the bank at New York disposed of over \$278,000, and
the public is left to its own conclusions as to what became
of the money.

NOT A FAILURE.

SENATOR VARDAMAN, who opposed the de-
claration that a state of war with Germany existed,
seems to be in favor of the government taking over the
mining industry of the nation in its entirety. Perhaps some
subtle sympathy for Prussianism is responsible for both
positions. Certain it is that Senator Vardaman thinks
ought to be done would be the Prussian way of handling
the problem, while what the government and the Fuel
administration is trying to do is the good old way of giving
the individual as much freedom of action as the best inter-
ests of the whole permit of—an economic theory which
we inherited along with the Common Law and our basic
ideas of government.

The fuel situation throughout the nation is bad, but the
man who condemns the Fuel administration as a failure does
not know what he is talking about. Who can tell what
the Fuel administration would have been able to do if Con-
gress had passed the legislation under which Dr. Garfield
is operating when it should have been passed, six or eight

weeks before it was, and the railroad situation had been
even half way normal?

Everything considered the Fuel administration is doing
very well. Nothing could have prevented a fuel crisis this
winter and now that the situation is beginning to ease up
Dr. Garfield is perhaps justified in his belief that he has
it in hand. Moreover the coal situation is much like the
transportation situation. If the extremists prevail and the
government does take over the whole industry it will simply
have to turn to the men who are now running the mines
and the distributing machinery and say to them: The gov-
ernment is in control here, but you will have to do the
work.

And if that comes the consumer and the people who are
now clamoring for government control are quite apt to dis-
cover that the first effect will be an increase in the price
of coal at the point where it is consumed.

BUSINESS IN FAIRMONT.

HOLIDAY business in Fairmont, it is agreed by those
who are in position to know, set new high records.

Holiday stocks are well cleared out and most mer-
chants could have sold more goods if they had had them
in stock.

Yet brisk as it was it by no means was as good as it
might have been if the merchants generally had had more
faith and made a more consistent drive for additional busi-
ness. Thousands of dollars went out of Fairmont for mer-
chandise that might just as well have been purchased in this
city.

Right now, although the car supply is as yet unsatisfac-
tory, the Fairmont coal region is enjoying a condition very
much like that which has existed in the hard coal region
since the wage agreement made back in the first Roosevelt
administration. Pay roll disbursements at high rates are
as steady as the march of time and they will continue in-
definitely in large volume. The people who draw this
money will want to spend a certain proportion of it and if
the local merchants do not encourage them to spend it
here they will spend it some where else.

In the anthracite region most of the merchants rose to
the occasion and made preparations to get their share of
the steady flow of money which continued operation of the
mines at good wages for the mine workers made possible.
It would pay local merchants to study the merchandising
methods of Scranton, Wilkes Barre, Pottsville, Hazleton
and even of the smaller hard coal towns. For some of
them such an investigation ought to amount to a short cut
to fortune.

The selection of the Secretary of the Treasury as the
director general of the railroads of the country is tanta-
mount to an announcement that the government recog-
nizes that the difficulty with the transportation plant of
the country now is financial. During the Civil war it
was operating and the roads were run by an assistant
secretary of war. Tom Scott, general manager of the
Pennsylvania road, who was drafted for the job,
was one of the most masterful men of the day, and
when transportation problems were under consideration
he had his way even against Stanton, and it is related
that he actually terrorized the generals whose troops
were being handled by his lines.

British losses due to submarine attacks show a falling
off for last week. The Germans seem to be able to do
little more with their undersea effort than to continue to
fool their own people.

Admiral Jellicoe has been promoted out of the job of
first British sea lord and into the peerage. The British
have reached that stage of the war when even a popular
idol cannot hold on if he is not sizing up to the respon-
sibilities of his job. We are quite likely to reach that
stage much quicker than they did on the other side, and
we labor under the disadvantage of not having any peerage
to kick the misfits upstairs into.

Fuel Administrator Garfield yesterday told the Senate
committee investigating the fuel situation of the nation
that the more coal the mines produced the more they
added to the troubles of the railroads. Yet there are
a lot of ignorant people in and out of office who think
the coal operators are in some way to blame for the
fuel famine.

It is estimated that the new policy with regard to
the railroads will cost the public \$100,000,000 additional
next year, either in the form of direct payments from
the treasury or in higher rates. The big thing about
the change is that the roads are now certain to get the
money they need. It was the uncertainty about that
which made their financial problems so hard to solve
in the past.

SHORT AND SNAPPY

John Barleycorn has seven more years in which to
tidy himself up and become a man or his very presence
even will possibly not be tolerated by the people.—
Wheeling Register.

The people who help the German spies impede war
preparations by passing their fake yarns are often the
same ones who think our government is awfully slow
getting started.—Clarksburg Exponent.

The Kaiser better get his mouth puckered to take
bitter medicine within the near future.—Uniontown
Evening Genius.

Who says a corporation has no soul? The Mononga-
hela Valley Traction company has made an announce-
ment to the people of Williamstown that any person
there who needs wood to heat his home, and is unable
to purchase it, will be supplied free with the fuel.—
Parkersburg News.

And that's about all their local cir-
culation depends upon.—Nabst.

And the loafer habit of the local rep-
resentative is going to kill it.

LETTERS TO THE EDITOR

WHAT GERMANY'S VICTORY WOULD MEAN.

BALTIMORE, Dec. 22.—[Editor
The West Virginian]—In Prussia's
cheap and profitable wars of the past
lies the explanation of the present
murderous assaults on the peace of
the world. In letting Germany see
that Prussianism can also bring over-
whelming disaster is to be found the
only remedy. The Germans have been
parading their "will to victory". They
forgot that, while human history
has done much to shape human his-
tory, in order to succeed in a great
world cause it must lie close beside
the will of God. The struggle is a
clear-cut fight between good and
evil, right and wrong, and universal forms
right most unquestioned. Success for
the Germans cause would mean the tri-

OUTBURSTS OF EVERETT TRUE

(BY CONDO)



Evening Chat

The end of last summer saw Cadorna's army on the point of making the long hoped for break in the Teutonic lines. But Italy ran short of wheat. In September the all important bread ration of the Italian soldier had to be cut from 750 grams to 600 grams a day. The next month the Germans attacked, and the Italian line crumbled.

The United States Food Administration had not been created by Congress until August 11th. There is no particular reason why it should not have been created two months earlier. Its work is to prevent just such contingencies as the cutting of the Italian ration.

The work of the Food Administration is two jobs rather than one. The first task is to see that the food in the more concentrated forms is saved from unnecessary consumption here in order that it may be shipped to Europe.

As part of this task Mr. Hoover asks every American to eat each day one ounce less of sugar than he usually eats. Is he trying to inflict a hardship when he asks that? Americans who do as he requests will still eat three-fourths of their normal consumption of sugar. But the English are getting only a little more than one fourth as much sugar as they used to eat.

American confectioners have been putting 400,000 tons of sugar a year into candy. That amount of sugar would all but supply the entire English demand at the present rate of consumption. Recently the administration has cut the candy makers down 200,000 tons a year. The money value of the sugar so saved is enough to feed all of Belgium for one year.

In restricting the candy makers the Administration was performing the second part of its task—that of controlling the distribution of food supplies. In its conservation work the Administration deals directly with producer and consumer. On the side of control it deals with the manufacturer and the wholesaler.

But keeping down the cost of living is not the primary object of the Administration. It opposes hoarding, not so much because hoarding raises prices, as because it keeps food out of the market at the very times when it is most seriously needed. The Administration's licensing system has practically eliminated hoarding. Jobbers, wholesalers and big retailers can do business only if they have a license. If they are caught hoarding, a forfeiture of their license puts them out of business forthwith. Public opinion keeps the small retailers in line—where patriotism doesn't do it.

The world's food situation is bad—but in four months' fighting the United States Food Administration has got it pretty well under control.

The following are a few incidents observed on the street and in the stores and theatre last week:
A very generous young man with three ladies stood at one of the popular jewelry counters in the city. Each lady in turn selected her own gift and seemed very much satisfied with being

Some Fairmont People Fail to Realize the Seriousness of a Bad Back. The constant aching of a bad back. The weakness, the tired feeling. The pains and aches of kidney ailments result seriously if neglected. Dangerous urinary troubles often follow.
A Fairmont citizen shows you what to do.
Geo. B. Morgan, P. O. Box 163, Fairmont, says: "I am always glad to say a good word for Doan's Kidney Pills. I know they are a good remedy, for they helped me a great deal when my kidneys were out of order. I had been suffering with rheumatic pains in my limbs and joints. I got Doan's Kidney Pills from Crane's drug store and they relieved me."
Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Morgan had. Foster-Milburn Co., Props., Buffalo, N. Y.

MONONGAH

Visiting Friends.

Miss Hazel Hess is visiting friends and relatives in Marion county after a several months absence during which time she has been employed in the Battle Creek Sanitarium at Battle Creek, Mich. Miss Hess has been in Michigan since early in the summer, this being her first visit home.

Continues Ill.

J. A. Gaskins who has been ill for some time continues in a very serious condition. There seems to be little change in his condition at any time.

No Play.

Since the organization of the Acme society it has been the custom to give an annual play. Last year the society presented "The Village Lawyer," the year before offering "In Plum Valley." Because of other work of more importance in which the members are engaged there will be no 1918 play.

Personals.

Albert Jones was among the out of town social callers in Lumberport during the week.

Miss Ruth Leeson of Fairmont was in Monongah yesterday evening calling on her parents, Mr. and Mrs. Lee Leeson.

Harold Peppers has returned to his home in Salem after spending a short vacation trip in Monongah.

Fred Cochran was in Fairmont yesterday evening as a social caller.

Mrs. C. Salvati was among the local out of town callers in Fairmont yesterday morning.

Matthew Turkovitch was among the Monongah callers in Fairmont yesterday evening.

George Leiving was among the Monongah visitors to Fairmont last night.

NEURALGIA

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RUFF STUFF

Fshaw. Old Woody has grabbed all the private cars.

Guess we'll have to stay home this winter.

Hear the B. & O. has assigned two cars to the city of Fairmont so that there will be no danger of coal shortage at the pumping station.

But they are flat bottom boats.

Har, har!

That means twice as much shoveling as before.

And golly, how that guy out at the pumps does like to shovel.

It's all right, Commissioner, no trouble at all about saving those two car loads of coal a month.

The guy in the super's office up at Grafton took care of that when he picked out those cars.

There'll be a lot of new government

employees around here about noon tomorrow.

That ought to revive interest in the way the postoffice strike ended.

Got to be mighty careful how you quit working for your Uncle Sammie.

According to the gossip about town this morning the M. V. T. had added a new one to the government program—heatless day.

One does not freeze nearly so quick while in motion.

Walking to work will become popular if refrigerating cars become the rule.

All the Pittsburgh papers have become afternoon issues as far as this burg is concerned.

At least no one takes the trouble to see that the morning editions are distributed before noon.

Perhaps it will be better after the weather warms up.

But by that time folks will be out of the habit of reading them.